

REPORT ON OIL ENGINE MACHINERY.

No. 8409

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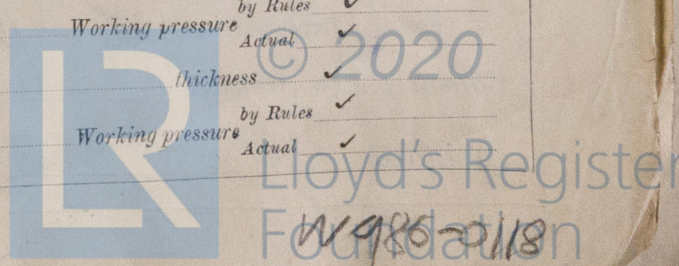
Date of writing Report 10th July 1931 When handed in at Local Office July 1931 Port of Göteborg
 No. in Survey held at Trollhättan & Göteborg Date, First Survey 27th July, 1930, Last Survey 4th July 1931
 Reg. Book (Suppl.) 89730 on the Single Twin Triple Quadruple Screw vessel "BRALANTA" Number of Visits 9

Built at Caledon By whom built Caledon S.D. & Eng. Co. Ltd. Yard No. 336 When built 1931
 Engines made at Göteborg By whom made M. Sjöström Engine Nos. 958 When made 1931
 Boilers made at Trollhättan By whom made Hedqvist & Holm AB Boiler No. 1014 When made 1931
 Brake Horse Power Owners Brakens Rederi AS Port belonging to Oslo
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended General

IL ENGINES, &c.—Type of Engines One auxiliary diesel oil engine 2 or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 210 mm Length of stroke 320 mm No. of cylinders 2 No. of cranks 2
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 298 mm Is there a bearing between each crank Yes
 Revolutions per minute 400 Flywheel dia. 1050 Weight 700 kgs Means of ignition Diesel system Kind of fuel used Diesel fuel oil
 Crank Shaft, dia. of journals as per Rule 135 mm Crank pin dia. 135 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis as per Rule
 Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted
 Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
 Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
 Method of reversing Engines Forced Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
 Thickness of cylinder liners 22 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine led to a funnel
 Cooling Water Pumps, No. One 2600 l/h. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work Yes
 Pumps connected to the Main Bilge Line No. and Size How driven
 Lubricating Oil Pumps, including Spare Pump, No. and size One 600 l/h.
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces In Pump Room
 In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are the Bilge Suctions in the Machinery Spaces
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are they fitted with Valves or Cocks Yes
 led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are the Overboard Discharges above or below the deep water line Yes
 Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes How are they protected
 What pipes pass through the bunkers Have they been tested as per Rule Yes
 What pipes pass through the deep tanks
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes
Main Air Compressors, No. One Solid injection syph. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Scavenging Air Pumps, No. One Diameter 4100 mm Stroke 120 mm Driven by Aut. engine
Auxiliary Engines crank shafts, diameter as per Rule as fitted Position

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes Is a drain fitted at the lowest part of each receiver Yes
 Can the internal surfaces of the receivers be examined and cleaned Yes Internal diameter thickness
High Pressure Air Receivers, No. Cubic capacity of each Working pressure by Rules Actual
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength thickness
Starting Air Receivers, No. Total cubic capacity Internal diameter Working pressure by Rules Actual
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength



IS A DONKEY BOILER FITTED? ☒

If so, is a report now forwarded? ☒

Is the donkey boiler intended to be used for domestic purposes only ☒

PLANS. Are approved plans forwarded herewith for Shafting ☒ 27.3.30.
(If not, state date of approval)

Receivers ☒

Separate Tanks ☒

Donkey Boilers ☒

General Pumping Arrangements ☒

Oil Fuel Burning Arrangements ☒

SPARE GEAR.

Has the spare gear required by the Rules been supplied ☒

State the principal additional spare gear supplied

1 fuel valve complete with 2 extra valves and 2 extra seals for same. 1 piston complete with 40 piston rings, 1 gudgeon pin with 2 bushes for same, 1 set of crank pin brasses, 1 set of journal brasses, 1 set of valves for the water pump, 1 complete set of all springs and fittings, and 1 length of steel pipe with unions.

The foregoing is a correct description,

NYDQVIST & HOLM AKTIEBOLAG

GUNNAR DELLNER

Gunnar Dellner

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1930: July 25 & 26. August 5. October 17. November 26. December 19.
During erection on board vessel - 1931: May 29 July 3. 4.
Total No. of visits 9

Dates of Examination of principal parts—Cylinders 19.12.30 Covers 19.12.30 Pistons 19.12.30 Rods ☒ Connecting rods 5.8.30.

Crank shaft 25.7.30 Flywheel shaft ☒ Thrust shaft ☒ Intermediate shafts ☒ Tube shaft ☒

Screw shaft ☒ Propeller ☒ Stern tube ☒ Engine seatings ☒ Engines holding down bolts ☒

Completion of fitting sea connections ☒ Completion of pumping arrangements ☒ Engines tried under working conditions 3.4.7.31

Crank shaft, Material S-M Steel Identification Mark **4409DS**
Nº 656
EB 25.7.30 Flywheel shaft, Material ☒ Identification Mark ☒

Thrust shaft, Material ☒ Identification Mark ☒ Intermediate shafts, Material ☒ Identification Marks ☒

Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material ☒ Identification Mark ☒

Is the flash point of the oil to be used over 150° F. *yes.*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with ☒

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ☒

If so, have the requirements of the Rules been complied with ☒

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ☒

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *M/S Tarna, "Nordenskiöld", "Thetis" & "Kalm"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

*This auxiliary engine has been built under Special Survey.
All the Rules requirements have been complied with.
The workmanship is good.*

The amount of Entry Fee .. £ ☒

Special £ *100.00*

Donkey Boiler Fee £ *13.25*

Travelling Expenses (if any) *13.25*

When applied for,

July 1931

When received,

17.8.1931

E. Bernerius & E. Magnusson.

Engineer Surveyors to Lloyd's Register of Shipping.

FRI. 12 FEB. 1932

Committee's Minute

24 JUL 1931

Assigned

See F.B. Rpt.



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Foundation